



Aviation Investigation Final Report

Location:	Lake In The Hil, Illinois	Accident Number:	CHI08CA187
Date & Time:	July 5, 2008, 12:30 Local	Registration:	N30451
Aircraft:	Piper J3C-65	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane was landing on runway 08 (3,058 feet by 50 feet, asphalt) when it veered off the runway and impacted terrain resulting in structural damage to the airplane. The pilot was uninjured. The pilot and registered owner/operator were sent National Transportation Safety Board (NTSB) Accident/Incident Report forms via Certified Mail for completion and return to the NTSB. Neither of these forms were received by the NTSB.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The directional control not maintained/obtained by the pilot during landing.

Findings

Aircraft	Directional control - Not attained/maintained
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Factual Information

History of Flight

Landing	Loss of control on ground (Defining event)
Landing-landing roll	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	60, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	August 1, 2007
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	698 hours (Total, all aircraft), 40 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N30451
Model/Series:	J3C-65	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	4840
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	A&C65
Registered Owner:	John Graham	Rated Power:	
Operator:	John Graham	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Lake In The Hil (3CK)	Type of Flight Plan Filed:	Unknown
Destination:	Lake In The Hil, IL (3CK)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 None	Latitude, Longitude:	42.211666,-88.327224

Administrative Information

Investigator In Charge (IIC): Gallo, Mitchell

Additional Participating Persons:

Original Publish Date: August 28, 2008

Last Revision Date:

Investigation Class: [Class](#)

Note: This accident report documents the factual circumstances of this accident as described to the NTSB.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=68642>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).